Listing of Claims:

This listing of claims reflects all claim amendments and replaces all prior versions, and listings, of claims in the application. Material to be inserted is in **underline**, and material to be deleted is in ~~strikeout~~ or (if the deletion is of five or fewer consecutive characters or would be difficult to see) in double brackets [[ ]]. Any and all cancellations are without prejudice.

1. (Currently amended) An air-intake system of a multi-cylinder engine of a small watercraft, comprising:

a plurality of air-intake pipes respectively provided for cylinders, the air-intake pipes having first opening end portions respectively connected to a plurality of air-intake ports of a cylinder head; and

an air-intake box to which second opening end portions of the air-intake pipes are connected, wherein

the air-intake box is placed laterally of the engine and has a bottom portion located lower than a center axis of a crankshaft of the engine, and wherein

the air-intake pipes extend from the air-intake ports to an inside of the air-intake box and the second opening end portions open inside the air-intake box at a position spaced apart a predetermined distance from an inner bottom face of the bottom portion of the air intake box**, and the air-intake pipes are arranged such that a distance between respective central axes of the second opening end portions is smaller than a distance between respective central axes of the first opening end portions**.

2. (Original) The air-intake system of a multi-cylinder engine of a small watercraft according to Claim 1, wherein the predetermined distance is substantially not less than an inner diameter of the second opening end portions of the air-intake pipes and is not more than substantially three times as large as the inner diameter.

3. (Original) The air-intake system of a multi-cylinder engine of a small watercraft according to Claim 2, wherein the second opening end portions of the air-intake pipes extend downwardly inside the air-intake box through an upper portion of the air-intake box, and at least a portion of each of the air-intake pipes inside the air-intake box has a substantially straight pipe shape.

4. (Cancelled)

5. (Currently amended) The air-intake system of a multi-cylinder engine of a small watercraft according to Claim [[4]]**1**, wherein the second opening end portions of the air-intake pipes open toward substantially the same direction, and the second opening end portions of ~~the air-intake pipes~~**two adjacent air-intake pipes** into which air is drawn in successive order are ~~formed to have different predetermined distances from the inner bottom face of the bottom portion so as to be located at different positions in a direction in which the second opening end portions open~~**located at different positions in a flow direction of the air within the second opening end portions**.

6. (Original) The air-intake system of a multi-cylinder engine of a small watercraft according to Claim 5, wherein the air-intake pipes have an equal length.

7. (Currently amended) The air-intake system of a multi-cylinder engine of a small watercraft according to Claim [[4]]**1**, wherein the air-intake pipes **are integral with** ~~and~~ the air-intake box ~~are integrally molded~~.

8. (Currently amended) An air-intake system of a multi-cylinder engine of a small watercraft, comprising:

a plurality of air-intake pipes respectively provided for cylinders, the air-intake pipes having first opening end portions respectively connected to a plurality of air-intake ports of a cylinder head; and

an air-intake box to which second opening end portions of the air-intake pipes are connected, wherein

the air-intake pipes extend from the air-intake ports to an inside of the air-intake box, the second opening end portions of the air-intake pipes open inside the air-intake box toward substantially the same direction, and the second opening end portions of ~~the air-intake pipes~~**two adjacent air-intake pipes** into which air is drawn in successive order are ~~formed to have different predetermined distances from an inner bottom face of a bottom portion of the air-intake box so as to be located at different positions in a direction in which the second opening end portions open~~**located at different positions in a flow**

direction of the air within the second opening end portions.

9. (Original) The air-intake system of a multi-cylinder engine of a small watercraft according to Claim 8, wherein the air-intake pipes have an equal length.

10. (Currently amended) The air-intake system of a multi-cylinder engine of a small watercraft, according to Claim 9, wherein ~~the second opening end portions of~~ the air-intake pipes ~~are arranged to be close to one another~~ **are arranged such that a distance between respective central axes of the second opening end portions is smaller than a distance between respective central axes of the first opening end portions**.

11. (Currently amended) The air-intake system of a multi-cylinder engine of a small watercraft according to Claim [[9]]**10**, wherein the air-intake box is placed laterally of the engine and is configured to have a bottom portion located lower than a center axis of a crankshaft of the engine.

12. (New) The air-intake system of a multi-cylinder engine of a small watercraft according to Claim 11, wherein portions of the air-intake pipes which are located within the air-intake box are straight-line shaped and are in contact with each other.

13. (New) The air-intake system of a multi-cylinder engine of a small watercraft according to Claim 12, wherein the portions of the air-intake pipes are in contact with an inner wall of the air-intake box.